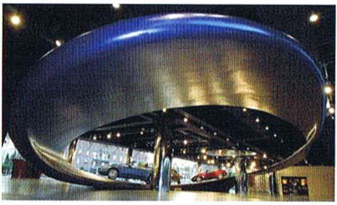
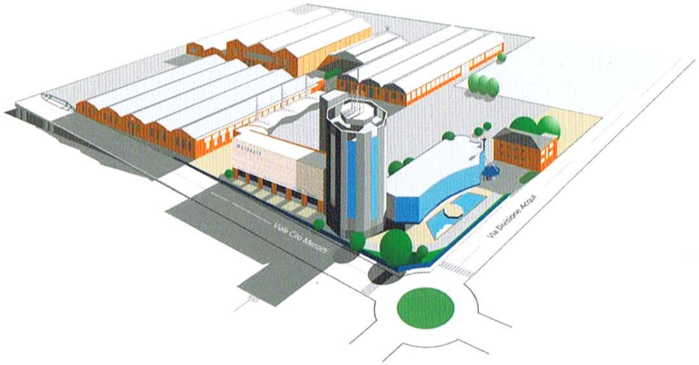
LA MASERATI

MASERATI
MASERATI



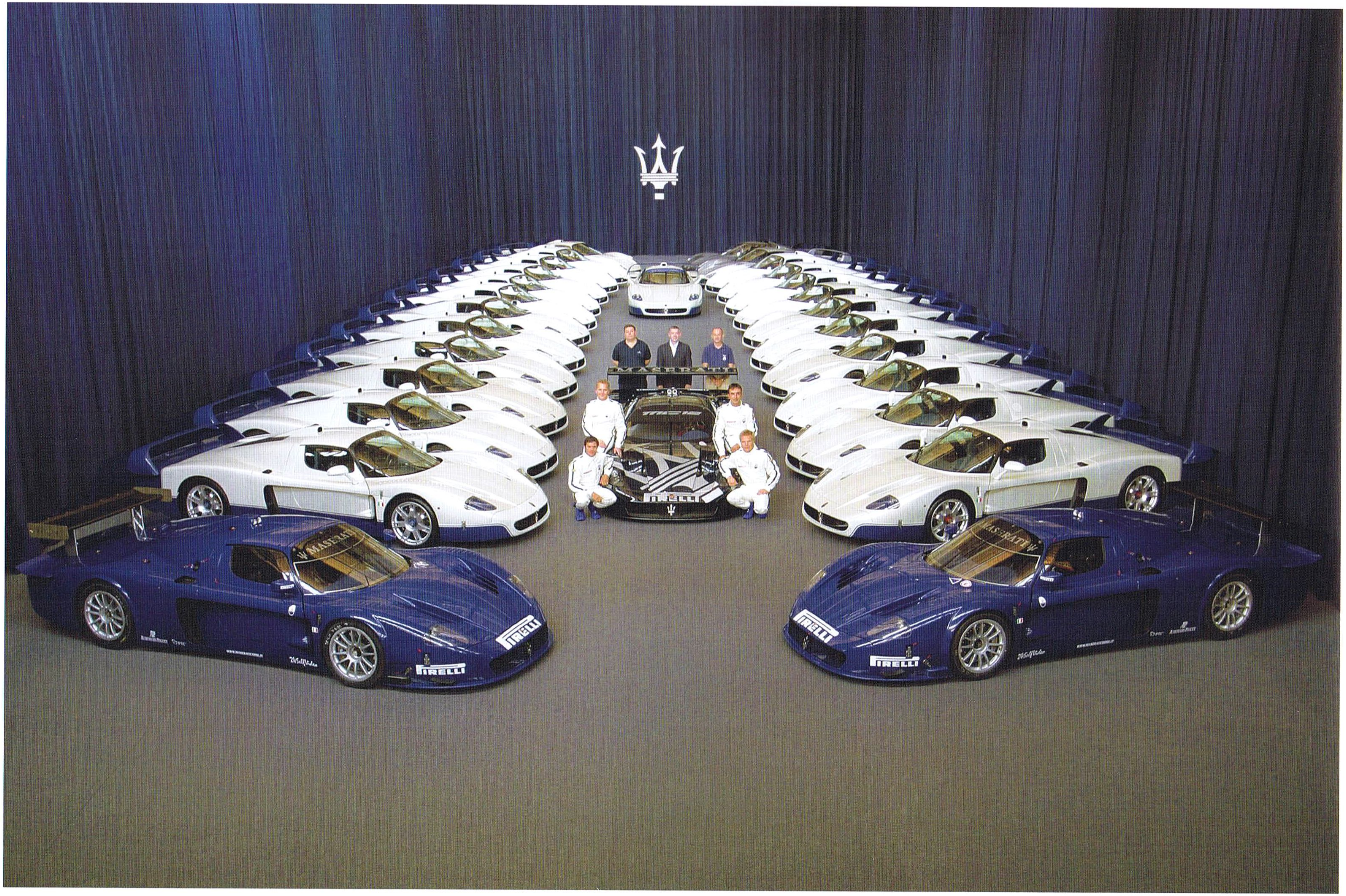
FACTORY STATISTICS (PRODUCTION AND OFFICE COMPLEX SURFACE AREA)

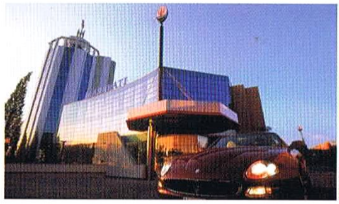
Total surface area:	around 51,000 square metres, 30,000 of which are covered
Production line staff:	306 per shift
Max. output capacity:	20 cars per shift per day *(maximum capacity 10,000 cars)*
Employees:	approx. 500
Car output:	4,800 *(2004 figures)*
Production lines:	2 *(Coupé/Spyder/GranSport* and *Quattroporte)*
Total production line length:	200 m
Stations:	26 *(Coupé/Spyder/GranSport)* 24 *(Quattroporte)*



MASERATI TODAY

Maserati's historic factory complex on Viale Ciro Menotti in Modena has been completely transformed and is now virtually unrecognisable. The entrance has been moved to Via Divisione Acqui, and a new executive centre, consisting of a tower and another large office building, has been added. The ground floor of the office building houses the showroom where cars can be delivered directly to their proud new owners on request. There are two ultramodern production lines: one for the Coupé, Spyder and GranSport, and the other devoted entirely to the new Quattroporte. The pavilions directly in front of the production lines are home to the engine running-in and testing area which boasts five test beds, and the transmission assembly area. To the side of these is the control and review area for the new cars. In fact, every single Maserati built is given a 100-km road test before it is handed over to the client. When the cars return from their test drive, they go to the finishing department, a real clean room-type environment where every last detail is double-checked before authorisation is given for the vehicle to be shipped to the world-wide sales network. Maserati currently employs around 500 people and builds 4,800 cars each year. However, both the workforce and output are set to increase gradually as the Trident range grows. Maserati is currently selling on 47 markets world-wide, including the United States and Canada. Such is the faith that the Trident marque has in its models that each one comes with a three-year unlimited mileage warranty (with the exception of the USA and Canada where the limits are four years and 50,000 miles respectively). The work done so far has yielded exceptional results with sales rising from just 666 cars in 1998 to 2,000 in 2000-2001, and then jumping again to 3,300 in 2002. This figure stayed more or less the same in 2003 with around 3,000 models sold, but then leapt to 4,800 in 2004.


MASERATI
MC12
PIRELLI



PERSONAL DELIVERY AND FACTORY VISITS

We invite all of our dealers, clients, the press and sponsors to come and see where and how the modern Maseratis are built during special guided tours of the Viale Ciro Menotti complex. These involve visits to the new production lines and all of the other areas in which tradition, passionate craftsmanship and cutting edge technology are combined to produce these exceptional cars. The visits are by appointment and can be arranged to coincide with the delivery of an owner's new car in the new in-house showroom designed by celebrated architect and designer Ron Arad.

MASTER MASERATI

Signing up for a one or two-day Master Maserati driving course is the perfect way for owners to familiarise themselves with their car. The courses are held right on the track at Varano de' Melegari just a few kilometres from Modena. Owners get to drive their cars in all kinds of conditions in perfect safety under the watchful guidance of a team of professional drivers headed by former Formula One driver Ivan Capelli and the impartial eye of the circuit telemetry.

The driving courses for the GT, Trofeo and Quattroporte (available from October '04) are open to clients and enthusiasts alike, and offer a chance to experience the enormous thrill of getting behind the wheel of a Maserati in a pleasant setting with traditional Italian hospitality also laid on.

MASERATI CLUB

The new Maserati Club was founded in Modena after the closure of the historic Registro Maserati.

Beginning its work in the company's 90th year, the Maserati Club aims to foster the historical and cultural aspects of owning classic Maseratis. It will also be promoting interest in the marque and providing information on all Trident cars.

One of the Club's other fundamental ambitions is to create and develop links between Maserati owners by organising events, meetings, conference and competitions.

COMPANY
CARS
SERVICES
NEWS & EVENTS
MOTOR SPORT
PASSION
MASERATI OWNERS
Debutto sul podio per le MC12 ad Imola
News
Eventi

INTERNET

The Maserati website (www.maserati.com) is a valuable source of information on the Trident's history and activities. Brimming with photographs and film clips, it also offers technical specifications of all of the cars plus a special area devoted to the company's sporting successes. Another large section also details the many personalisation options available courtesy of the Officine Alfieri Maserati programme. In addition to all of this, however, Maserati has also set up a dedicated owners' site (www.owners.maserati.com) which allows clients to order certificates, download manuals and brochures for all of the Trident models, upload photos of their own cars into a "virtual garage", obtain accreditation for the main events organised by the Trident, and avail of access to exclusive interviews and reporting.

THE PANINI MUSEUM

One of the finest and most important Maserati collections in the world is hosted by the Panini family, longstanding and highly respected members of the Modenese business community, at their traditional farm complex in the Cittanova area of Modena. The West company now has the highly responsible task of caring for the cars in the Collezione Maserati which was so painstakingly put together over many years. Begun on the wishes of the Maserati brothers and continued by Omar Orsi, the collection has remained virtually intact to this day and currently includes 26 cars. However, it is private and so viewing is by appointment only.

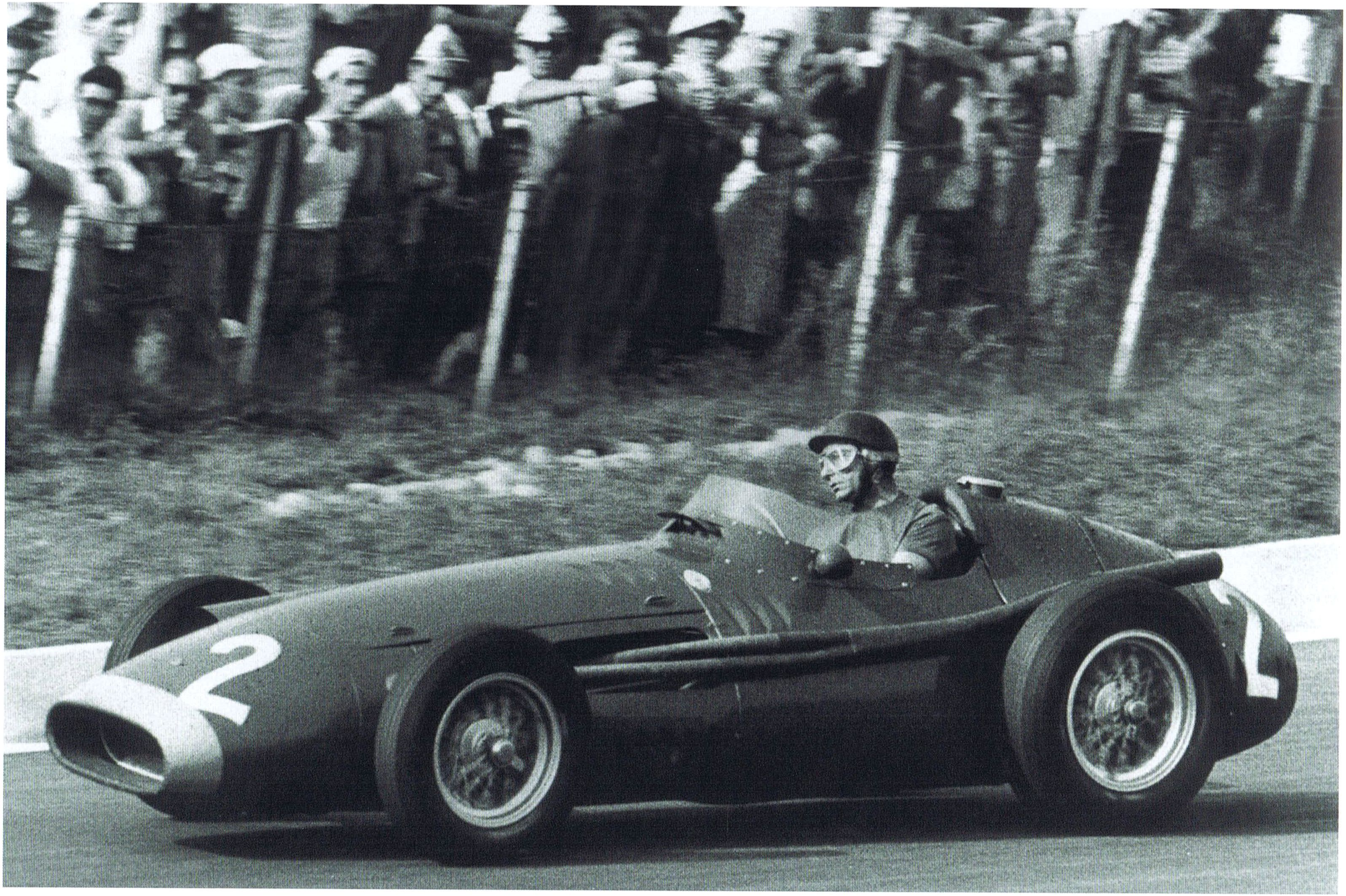
CLIENT SERVICES

Maserati offers its clients an ample range of services and complementary initiatives to make owning and driving their Trident cars even more enjoyable. The most important of these are the Maserati Customer Services (financing and insurance), the Maserati Contact Centre (constantly updated information on Maserati products and services) and Maserati Roadside Assistance (a toll-free number for 24-hour roadside assistance).

Further information on these services and others currently being developed is available from Maserati dealers or from the website www.maserati.com.

THE WORLD OF MASERATI

When our clients buy a Maserati they aren't just acquiring an exceptional automobile: they are also establishing a close personal relationship with the Trident marque that will allow them to enjoy a whole series of benefits that reflect the firm's image. These exclusive yet practical perks begin at the moment of purchase and last for the entire duration of the client's ownership of a Maserati. The added value is, of course, personal contact with the firm which also means that each client can physically witness the birth and assembly of his own car and learn to make the very most of its exceptional power to thrill in complete safety, choose a purchasing package tailor-made to suit by Maserati's finance services, and track the whole process from the comfort of home or work via a highly efficient website.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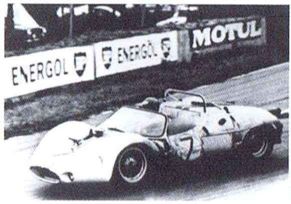
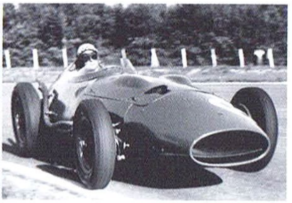
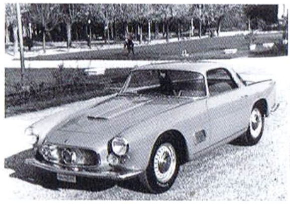
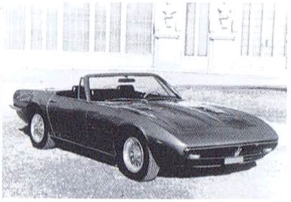

TIPO 63 (BIRDCAGE)

A6GCM


250 F


3500 GT

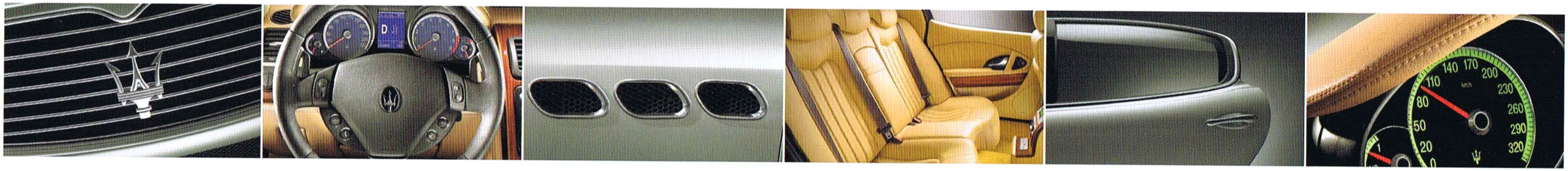
MISTRAL SPYDER


GHIBLI SPYDER

A LONG HISTORY OF TRACK SUCCESSES AND EXCLUSIVE CARS

On December 1st 1914, the opening of the Officina Alfieri Maserati at Via De' Pepoli 1/a was registered with the Modena Chamber of Commerce by one Alfieri Maserati, who would later be joined in his business by his brothers Bindo, Ettore and Ernesto. Their oldest brother Carlo, who had instilled in all four a passion for motor cars, had died several years previously after a serious illness. As the years went by the Officina grew in size and eventually changed its name to the Società Anonima Officine Alfieri Maserati. Its symbol, the trident, was inspired by the statue of the god Neptune in Bologna's Piazza Maggiore and was designed in 1925 by artist and painter Mario Maserati, the only member of the family not to catch the engineering bug. Initially the brothers worked on other people's racing cars and it wasn't until 1926 that the very first "all-Maserati" model appeared, winning its category in the Targa Florio on its debut outing. In 1937, the brothers sold the company to the Orsi family although they remained responsible for the technical side of the business. They finally quit the firm altogether a decade later. However, the new set-up opened the way for a much broader range of activities. Success came quickly in the form of two consecutive wins in the Indianapolis 500 in 1939 and 1940, courtesy of the Tipo CTF (also known as the Boyle Special after its sponsor) with Wilbur Shaw at the wheel. The company also moved to its now historic headquarters on Viale Ciro Menotti in Modena in 1939. In 1947, with the war over, designing could begin again and the result was the A6 1500 Sport bodied by the great Pininfarina. This was also Maserati's first road-going coupé. Maserati officially pulled out of GP racing in 1957 after a triumphant season in which it took the first three places in the opening race in Argentina and won the F1 Driver's World Championship thanks to Juan Manuel Fangio in the 250 F. Nonetheless, with the Tipo 60-61 "Birdcage" being raced by privateers, the Trident marque continued to dominate the sports car racing scene. In 1959, it unveiled the 5000 GT, which was built especially for the Shah of Persia. The early 1960s brought the launch of the Sebring, Mistral and the first Quattroporte, the world's fastest saloon, while the Ghibli and the Indy went into production in 1966 and 1968. However, the company was also acquired by Citroën in 1968 and under it produced the Bora, the Merak and the Khamsin. Later, in 1975, Maserati was taken over by GEPI, an Italian state body that aided ailing companies, and was headed by Alejandro De Tomaso. In 1976, it unveiled a new version of the Quattroporte which was adopted by the President of Italy as his state car. In 1993, Fiat Auto bought out Maserati, signing over a 50% share in the company to Ferrari on July 1 1997. The following year brought the launch of the first new generation Maserati, the 3200 GT, at the Paris Motor Show. The rest is history: the 100% acquisition by Ferrari in 1999, the radical renovation of the factory complex and the unveiling of the new Coupé and Spyder powered by the stunning 4.2-litre V8 engine all followed in quick succession. The most recent piece of good news from the Trident was the world preview of the new Quattroporte at the 2003 Frankfurt Show.

GRAND CENTRAL
TERMINAL
1B70
1B70A



WEIGHT AND DIMENSIONS

Length x Width x Height:	5052 mm x 1895 mm x 1438 mm
Wheelbase:	3064 mm
Front track:	1582 mm
Rear track:	1595 mm
Front overhang:	856 mm
Rear overhang:	1132 mm
Steering circle:	12.3 m
Luggage compartment capacity:	450 l
Tank capacity:	90 l
Dry weight:	1860 kg*
Kerb weight:	1970 kg*

*European market version

TYRES

Front:	245/45 ZR18
Rear:	285/40 ZR18

BRAKES

Brembo front self-ventilating disc brakes:	330 x 32 mm
Brembo rear self-ventilating disc brakes:	316 x 24 mm

ENGINE

Cylinders:	8 in a 90° V
Displacement:	4244 cm^3
Bore and stroke:	92 x 79.8 mm
Compression ratio:	11:1
Maximum power output:	295 kW (400 CV) at 7000 rpm**
Maximum torque:	451 Nm (46 kgm) at 4500 rpm

** For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp

PERFORMANCE

Top speed:	170 mph (275 km/h)
0-62 mph acceleration:	5.2 s
Fuel consumption (combined cycle):	18.90 l/100 km
CO_2 emissions (combined cycle):	440 g/km

QUATTROPORTE

The famous Maserati Quattroporte executive saloon has made a welcome return to the much consolidated flagship market, bringing with it a host of new concepts. The new Pininfarina-designed saloon is a modern take on the idea that inspired the very first Quattroporte, combining genuine sportiness with space and comfort in typically sophisticated Maserati style. The Quattroporte meets the needs of drivers today in the same breathtaking way that the Frua-designed version did in 1963: courtesy of an inimitable style, a sophisticated interior awash with full-grain leather and deluxe wood, and the kind of fiery temperament scarcely hinted at by an elegantly discreet exterior. The new Quattroporte, which was unveiled to the world at the Frankfurt Motor Show on September 9 2003, lives up to every expectation the market could have of such a magnificently twin-souled car: it remains every inch an executive saloon in terms of space, size and occupant safety yet delivers the kind of thrilling GT driving that every owner dreams of. The Quattroporte can be finished and tuned to suit the individual tastes and performance requirements of each owner, thanks to Maserati's typically Italian bespoke personalisation service. Its design has revolutionised the classic executive saloon architecture too, thanks to the positioning of the engine behind the front axle and the adoption of the sports-derived Transaxle transmission in which the rear-mounted gearbox is in unit with the differential. The result is perfect weight distribution for maximum efficiency. The car also has a fully automatic electro-hydraulic gearbox which allows the driver to opt for a sportier drive by switching to manual and using the paddles mounted behind the steering wheel if desired.

20-06-2003
30°C
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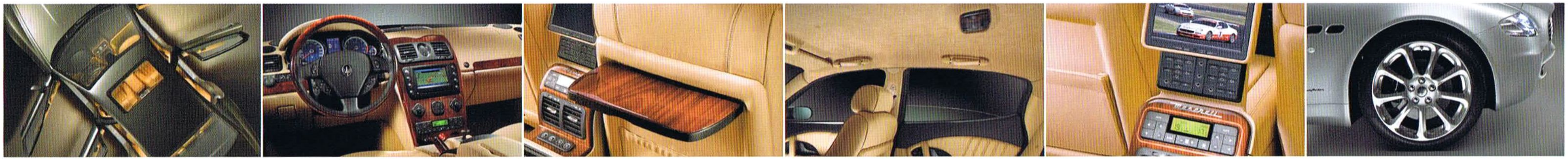
rpm x 1000
INFO
SRC
AIRBAG
SPORT
TORINO
OMNITEL
OPEN
INFO
RADIO
CD-C
TRIP
TEL
TV
NAV
ESC
AUTO
REAR
MONO



THE OFFICINE ALFIERI MASERATI PROGRAMME

The cars built under the Trident marque founded as the "Società Anonima Officine Alfieri Maserati" in Bologna in far-off 1914 have always stood out from the crowd due to their inimitable combination of sportiness and elegance which blends performance and technology with highly exclusive, sophisticated interiors. Now, in line with these very values which combine a genuine passion for cars with bespoke craftsmanship and meticulous attention to detail, Maserati has created the Officine Alfieri Maserati personalisation programme with the aim of allowing clients to "build" their own made-to-measure car thanks to a range of paintwork colours, details and accessories that will best express their tastes, needs and user profile. Usability, long distance driving, the marque's GT profile and maximum freedom in terms of colour and finish are the factors that guided the development of the programme contents.

QUATTROPORTE

In addition to the exterior paintwork colours (15 in the range, plus out-of-range colours and colours offered on receipt of a sample), the client can also select the colour of the dashboard, steering wheel, stitching, head lining and mats. In fact, there are over four million combinations in all so that each individual owner can ensure that his car truly is unique. Precious woods (rosewood, burl walnut and mahogany) are used to add warmth to the interior too, while the Executive and Sport kits will enhance either the executive saloon or high performance aspects of the Quattroporte's personality also. A wide selection of personalisation options (including comfort features for the front and rear seats, an electric sun roof, and wooden pull-down tables in the rear) also contribute towards a much more pleasant in-car experience for passengers and drivers alike.

Maserati
I CG 693PF MO

WEIGHT AND DIMENSIONS

Length x Width x Height:	4523 mm x 1822 mm x 1305 mm
Wheelbase:	2660 mm
Front track:	1525 mm
Rear track:	1538 mm
Luggage compartment capacity:	315 l
Fuel tank capacity:	88 l
Dry weight:	1570 kg (Cambiocorsa 1580 kg)*
Kerb weight:	1670 kg (Cambiocorsa 1680 kg)*

*European market version

TYRES

Front:	235/40 ZR18
Rear:	265/35 ZR 18

BRAKES

Front self-ventilating disc brakes:	330 x 32 mm
Rear self-ventilating disc brakes:	310 x 28 mm

ENGINE

Cylinders:	8 in a 90° V
Displacement:	4244 cm^3
Bore and stroke:	92 x 79.8 mm
Compression ratio:	11.1:1
Maximum power:	287 kW (390 CV) at 7000 rpm**
Maximum torque:	452 Nm (46 kgm) at 4500 rpm

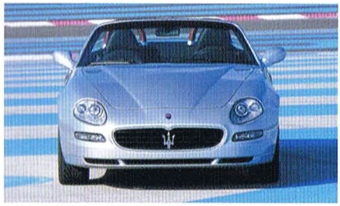
** For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp

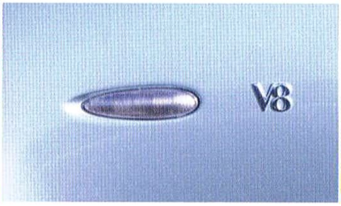
PERFORMANCE

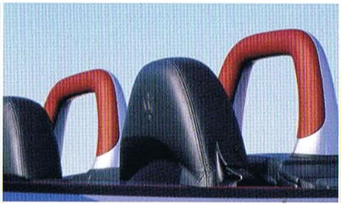
Top speed:	177 mph (285 km/h) at 7550 rpm
0-62 mph acceleration:	4.9 s
0-400 m acceleration:	13 s
0-1000 m acceleration:	23.5 s
Fuel consumption (combined cycle):	18.6 l/100 km
CO_2 emissions (combined cycle):	434.7 g/km

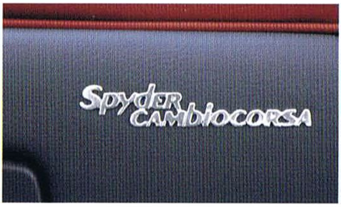
COUPÉ CAMBIOCORSA AND COUPÉ GT

At the heart of the design of the Coupé, which was launched on the market in 2002, is the front-engine, rear-traction tradition of which Maserati has historically been one of the most authentic and authoritative proponents. This marque culture is perfectly expressed in the elegant lines and muscular stance of the all-Italian design developed by Italdesign-Giugiaro. Without a doubt, however, it is the Coupé's technology that sets it well and truly apart. Its most stunning features include a Transaxle transmission layout, the Cambiocorsa F1-style shift, and the special Skyhook automatic suspension control. Then, of course, there's the 390-hp 4.2-litre V8 engine design in lightweight alloy that delivers a dizzying 285 km/h top speed and 0 to 100 km/h acceleration in just 4.9 seconds. The line of the Coupé's stunning body was designed to seat four adults comfortably (a unique feat in the category) without compromising the compact dimensions and lines of a true thoroughbred sports car. Another pleasant surprise is that the 315-litre boot is large enough to either stow two golf bags or the custom-made Maserati luggage set (available on request). The Coupé's interior consciously embodies the craftsmanship and exclusivity both of the marque and the top-end GT in its the use of luxury materials and the stylish finish of the cabin. This is combined with the most modern on-board electronics and a very comprehensive range of occupant equipment. Alongside the traditional analogue instrumentation facing the driver, the Coupé also boasts the Maserati Info Centre, an integrated unit that controls the sound system with single CD player as standard, the onboard computer and the climate control system. The Maserati Coupé GT comes with a manual six-speed gearbox as standard, but is also available with the Cambiocorsa. In September 2004, the car was restyled and it now boasts newly designed front bumpers with a horizontal bar grille, the latter inspired by the Quattroporte's to create a certain family-feeling. The rear bumpers are even sportier than even, thanks in part to the side air vents covered in the classic fine mesh grille in black. Other new features have also been added to the interiors as well as some extra exterior details.









WEIGHT AND DIMENSIONS

Length x Width x Height:	4303 mm x 1822 mm x 1305 mm
Wheelbase:	2440 mm
Front track:	1525 mm
Rear track:	1538 mm
Luggage compartment capacity:	300 l
Fuel tank capacity:	88 l
Dry weight:	1620 kg (Cambiocorsa 1630 kg) *
Kerb weight:	1720 kg (Cambiocorsa 1730 kg)*

*European market version

TYRES

Front:	235/40 ZR18
Rear:	265/35 ZR 18

BRAKES

Front self-ventilating disc brakes:	330 x 32 mm
Rear self-ventilating disc brakes:	310 x 28 mm

ENGINE

Cylinders:	8 in a 90° V
Displacement:	4244 cm^3
Bore and stroke:	92 x 79.8 mm
Compression ratio:	11.1:1
Maximum power:	287 kW (390 CV) at 7000 rpm**
Maximum torque:	452 Nm (46 kgm) at 4500 rpm

** For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp

PERFORMANCE

Top speed:	175 mph (283 km/h) at 7500 rpm
0-62 mph acceleration:	5.0 s
0-400 m acceleration:	13.3 s
0-1000 m acceleration:	23.9 s
Fuel consumption (combined cycle):	18.60 l/100 km
CO_2 emissions (combined cycle):	434.7 g/km

SPYDER CAMBIOCORSA AND SPYDER GT

Unveiled in 2001, the Spyder is a Maserati which artfully combines the pure style of a front-engined sports convertible and powerful yet elegantly sensual lines. The technical content it shares with the Coupé and its breathtaking performance (390 hp, 0 to 100 km/h acceleration in five seconds) make the Spyder an authentic GT that delivers uncompromisingly thrilling driving. The Spyder's body has the distinctive sleek aggressiveness of the Coupé in its long muscular bonnet, wheelarches and sporty compact rear, yet even at first glance it has its own distinct personality, courtesy of its arched roll-bars and short wheelbase (it's 22 mm shorter). The soft top (available in Blue, Black, Beige and Bordeaux) is full automatic and folds away completely out of sight into a special compartment separate from the boot. Its three-layer covering and reinforced structure and glass rear window perfectly insulate the driver and passenger compartment from the outside world too. The Spyder's profile retains its sporty elegance whether the soft top is up or down. Its roomy, beautifully finished interior, full range of accessories and a 300-litre boot ensure that the Spyder remains a cosy, comfortable car, even on long journeys. GT (manual gearbox) and Cambiocorsa versions are available. In September 2004, the car was restyled and it now boasts newly designed front bumpers with a horizontal bar grille, the latter inspired by the Quattroporte's to create a certain family-feeling. The rear bumpers are even sportier than even, thanks in part to the side air vents covered in the classic fine mesh grille in black. Other new features have also been added to the interiors as well as some extra exterior details.

Maserati
Spyder 90th ANNIVERSARY

Maserati
Spyder 90° Anniversary
Maserati Anniversary 90
00/90

WEIGHT AND DIMENSIONS

Length x Width x Height:	4303 mm x 1822 mm x 1305 mm
Wheelbase:	2440 mm
Front track:	1525 mm
Rear track:	1538 mm
Luggage compartment capacity:	300 l
Fuel tank capacity:	88 l
Dry weight:	1630 kg*
Kerb weight:	1730 kg*

*European market version

TYRES

Front:	235/40 ZR 18
Rear:	265/35 ZR 18

BRAKES

Brembo brakes with four self-venting discs, front:	330 x 32 mm
Brembo brakes with four self-venting discs, rear:	310 x 28 mm

ENGINE

Cylinders:	8 in a 90° V
Displacement:	4244 cm^3
Bore and stroke:	92 x 79.8mm
Compression ratio:	11.1:1
Maximum power:	287 kW (390 CV) at 7000 rpm**
Maximum torque:	452 Nm (46 kgm) at 4500 rpm

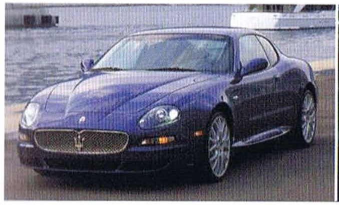
** For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp

PERFORMANCE

Maximum speed:	175 mph (283 km/h) at 7500 rpm
0-62 mph acceleration:	5.0 s
0-400 m acceleration:	13.3 s
0-1000 m acceleration:	23.9 s
Fuel consumption (combined cycle):	18.60 l/100 km
CO_2 emissions (combined cycle):	434.7 g/km

SPYDER 90th ANNIVERSARY

The Spyder celebrates Maserati's 90th anniversary with an exclusive limited edition version in the new Anniversary Blue livery, contrasting attractively with the innovative grey used to frame the headlights and emphasising the bonnet profile. The new livery was designed to further enhance the Spyder's unmistakably sporty personality. A series of new aerodynamic and aesthetic features, including more profiled front bumpers with lower spoilers and new sill extensions, have also been added. The lightweight carbon-fibre rear roll-hoop fairing is a new and highly distinctive feature that reinforces the link with the marque's legendary sports-racers of the past. The chrome grille gleams seductively against the new blue livery too. At its centre is the classic trident pierced by red arrows. The door handles are also chrome while the 19" wheels are ball-polished which enhances the natural beauty of the aluminium. The exterior kit is completed by titanium-coloured brake callipers and the characteristic oval badges on the wings - homage to the glorious 250 F driven by Fangio in the 1957 F1 World Championship. Carbon, leather and BrighTex® fabric in Grigio Nickel, the traditional Maserati colours of Navy and Silver Grey, are used to trim the dashboard, while the sports seats and newly designed steering wheel and central tunnel, further emphasise the Spyder's strong personality. The finishing touches to the new set-up are, of course, the sporty twin tailpipes and the new Cambiocorsa software which offers even faster gear changing and automatic heeling-and-toeing to optimise dropping down a gear.



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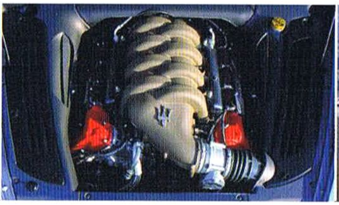

Maserati
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WEIGHT AND DIMENSIONS

Length x Width x Height:	4523 mm x 1822 mm x 1295 mm
Wheelbase:	2660 mm
Front track:	1525 mm
Rear track:	1538 mm
Luggage compartment capacity:	315 l
Fuel tank capacity:	88 l
Dry weight:	1580 kg *
Kerb weight:	1680 kg *

*European market version

TYRES

Front:	235/35 ZR 19
Rear:	265/30 ZR 19

BRAKES

Brembo brakes with four self-venting discs, front:	330 x 32 mm
Brembo brakes with four self-venting discs:	310 x 28 mm

ENGINE

Cylinders:	8 in a 90° V
Displacement:	4244 cm^3
Bore and stroke:	92 x 79.8mm
Compression ratio:	11.1:1
Maximum power output:	295 kW (400 CV) at 7000 rpm**
Maximum torque:	452 Nm (46 kgm) at 4500 rpm

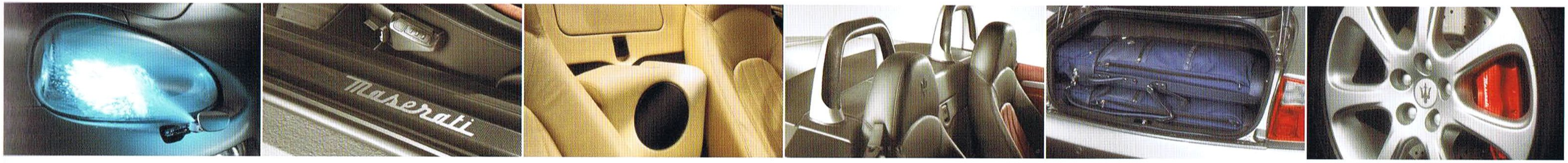
** For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp

PERFORMANCE

Maximum speed:	180 mph (290 km/h) at 7750 rpm
0-62 mph acceleration:	4.85 s
0-124 mph acceleration:	17.4 s
0-400 m acceleration:	12.8 s
0-1000 m acceleration	23 s
Fuel consumption (combined cycle):	18.60 l/100 km
CO$_2$ emissions (combined cycle):	434.7 g/km

GRANSPORT

In the 1950s, the track-inspired engineering of a two-litre Maserati A6G was given a harmonious yet excitingly aerodynamic Coupé body by the legendary Carrozzeria Frua. The resulting car was christened the GranSport. Maserati has now revived that glorious name for a new technologically advanced, high tuned sports car with harmonious volumes but a magnificently fiery personality. A personality that shines through in its muscular, aerodynamic forms, the fruit of much testing in the wind tunnel. The latter led to the addition of new bumpers. The front one, in fact, has a very pronounced lower spoiler with side bars elegantly integrated into the body itself, while the luggage compartment deck has been given a discreet yet equally efficient spoiler lip. These aerodynamic features combined with a set-up that is now 10 mm lower, new 19" wheels and an even more finely tuned engine mean that the 400 hp punched out by the GranSport deliver an exhilarating top speed of 290 km/h and 0 to 100 km/h acceleration in 4.85 seconds. In other words, the Maserati GranSport offers a truly blistering drive, accompanied by the very fitting rumble of the new sports exhaust. The same aggression is to be found in the cabin which boasts racing-inspired, body-hugging seats with high lateral containment, newly designed steering wheel and tunnel and new instruments laid out on a blue background. On the Maserati GranSport's dashboard, the leather, carbon fibre and BrighTex® fabric offers an elegant, sporty reminder of the car's big, big personality. The GranSport is only available with the Cambiocorsa which also boasts special new software for even faster gear-changing and automatic heeling and toeing to optimise dropping down a gear.



THE OFFICINE ALFIERI MASERATI PROGRAMME

COUPÉ - SPYDER - GRANSPORT

Clients can choose and combine 10 colours of leather for the cabin trim as well as for the lining strip, stitching, mats and steering wheel. In the case of the GranSport, there are several combination possibilities for the new BrighTex® fabric that adorns part of the dashboard and the seats too. Maserati does not restrict its clients to set colour combinations either. In fact, clients are offered complete freedom in choosing a car that, by reflecting the personal tastes and individuality of the owner, will be truly unique. There are 16 colours of "standard" bodywork paint available or clients may also supply a sample of their favourite colour which we will match. Coloured brake callipers (red, silver grey, yellow or titanium-style), sports seats and 19" wheels (also available in Grigio Mercury or Chrome) emphasise the car's sporty character too. The interior finish can also be further enhanced by the use of deluxe materials such as briarwood and carbon. The leather of the Coupé's head lining and the Spyder's rear panel subtly underline the sophisticated elegance shared by all Maseratis. A vast catalogue of travel accessories also allows owners to experience their car just as they wish. Heated seats, a satellite navigation system and a custom luggage set are just a few examples of what is on offer. New features have also been designed to further enhance the GranSport's character, including the aluminium footrest and carbon trim for the interior moulding, kick panels and rear spoiler.

MC12
Maserati

WEIGHT AND DIMENSIONS

Length x Width x Height:	5143 mm x 2096 mm x 1205 mm
Wheelbase:	2800 mm
Front track:	1660 mm
Rear track:	1650 mm
Fuel tank capacity:	115 l
Dry weight:	1335 kg
Weight-power ratio:	2.1 kg / hp

TYRES

Front:	245/35 ZR 19
Rear:	345/35 ZR 19

BRAKES

Brembo braking system with four cross-drilled ventilating discs, front:	380 x 34 mm
Brembo braking system with four cross-drilled ventilating discs, rear:	335 x 32 mm

ENGINE

Cylinders:	12 in a 65° V
Displacement:	5998 cm^3
Bore and stroke:	92 x 75.2 mm
Compression ratio:	11.2:1
Maximum power output:	465 kW (630 CV) at 7500 rpm*
Maximum torque:	652 Nm (66.5 kgm) at 5500 rpm

* For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp

PERFORMANCE

Maximum speed:	> 205 mph (330 km/h)
0-62 mph acceleration:	3.8 s
0-124 mph acceleration:	9.9 s
0-400 m acceleration:	11.3 s
0-1000 m acceleration:	20.1 s
Fuel consumption (combined cycle):	23 l/100 km
CO_2 emissions (combined cycle):	545 g/km

MC12

Maserati has also created a limited-run road-going Grand Tourer called the MC12, from which a competition version has also been developed. This is a long-tail two-seater with a long wheelbase (2800 mm), a removable hard top and a mid-rear engine. The MC12's bodywork is entirely carbon fibre while the stress-bearing chassis is made from carbon fibre and Nomex honeycomb sandwich. Designed for top flight road use, the MC12 boasts a top speed in excess of 330 km and accelerates from 0 to 100 km/h in a breathtaking 3.8 seconds. Needless to say, it is equipped with the Cambiocorsa gearbox. The MC12 performs brilliantly on the road offering easy, pleasant driving. It handles sweetly and fluidly despite being an enormously powerful, highly tuned sports car. There is exceptional harmony between the high tech-effect carbon features, the perforated leather trim and the stunning yet high-grip tough BrighTex® fabric used in the cabin too. The client-oriented road-going version of the MC12 is available exclusively in a white-blue livery, as blue is traditionally a signature Trident colour. In fact, blue and white are the colours of the American Camoradi (Casner Motor Racing Division) team which raced the famous Maserati Tipo 60-61 Birdcage at the start of the 1960s and had Stirling Moss as its number one driver. Twenty-five road-going MC12s were built in 2004 in addition to several competition models. A second series of 25 road-going cars is also planned for 2005.

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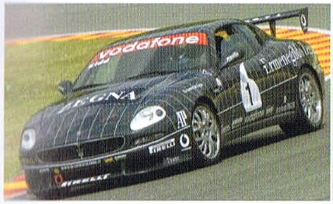

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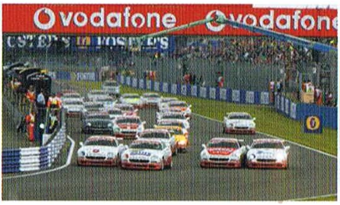

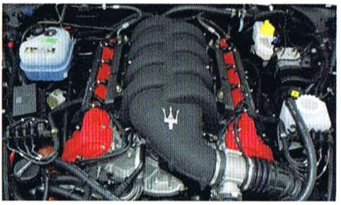

WEIGHT AND DIMENSIONS

Length x Width x Height: 4523 mm x 1822 mm x 1305 mm
Wheelbase: 2660 mm
Front track: 1525 mm
Rear track: 1538 mm
Fuel tank capacity: 100 l
Dry weight: 1370 kg

TYRES Pirelli P0 slicks

Front: 9" x 18"
Rear: 10" x 18"

BRAKES

Front self-ventilating disc brakes: 380 x 35 mm
Rear self-ventilating disc brakes: 313 x 25.4 mm

ENGINE

Cylinders: 8 in a 90° V
Displacement: 4244 cm^3
Bore and stroke: 92 x 80 mm
Compression ratio: 11.1:1
Maximum power: 303 kW (413 CV) at 7000 rpm*
Maximum torque: 460 Nm (47 kgm) at 4500 rpm

* For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp

PERFORMANCE

Top speed: > 177 mph (285 km/h) at over 7600 rpm

RACING AND THE TROFEO

The Maserati Trofeo is the car that hails Maserati's official return to the world of competition. The Trofeo Maserati Europa, sponsored by Vodafone with Pirelli as a technical partner, is divided into seven mini-endurance events held at the Europe's leading circuits with Brazil joining the list this year. The last race takes place during the traditional Ferrari-Maserati World Finals. Maserati manages the cars directly to guarantee top class preparation and tuning. The Maserati Trofeo is based on the road-going Coupé Cambiocorsa and is assembled on the same production line as the Coupé and Spyder. The main differences between it and the production models are that it is significantly lighter and more high performance, courtesy of a racing kit. In addition to organising the single-series Trofeo, Maserati has also created the "Trofeo Light", a lighter, more powerful car aimed at client-racers which has done well in the Grand-Am series in the US and the Italian GT Championship in Europe. Furthermore, Maserati also unveiled the new MC12 racer aimed at the FIA GT Championship, at the Geneva Motor Show in 2004. The required 25 cars will be produced initially for the homologation process. Competition has always played an important role in Maserati's history. In 1957, for instance, Juan Manuel Fangio won the Formula 1 World Championship at the wheel of a Maserati 250 F, while in both 1939 and 1940, Wilbur Shaw triumphed in the Indianapolis 500 for the Trident. In fact, Maserati was the very first Italian constructor to win what remains "the world's most race." The 8CTF in question, nicknamed the Boyle Special after its sponsor, is currently housed in the Hall of Fame at the Indianapolis circuit.

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MASERATI
ANNIVERSARY
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A SPECTACULAR EVENT INVOLVING MASERATISTI FROM ALL OVER THE WORLD

Ninety years of Maserati history mean 90 years of human history too, and so the prestige Italian car constructor decided to dedicate its 90th anniversary celebrations to the last nine decades of world history. Ninety Trident cars, each one representing a year from the last nine decades, converged on Milan and Modena from all over the world before moving on to Rome where they received a huge welcome. And as part of those same celebrations, the historic Maseratis revived the Trident legend by challenging each other on the track at Mugello. All Maserati owners were welcome to take part in this memorable event at the wheel of either a modern or classic car with clients joining the group between Modena and Rome for the Celebrity Tour. An absolutely unique opportunity to be part of history in the making at the wheel of their own Maserati! The stars of the show, of course, were the 90 specially decorated Maserati Spyders and Coupés: their bonnets and sides depicted the most defining event, fact or scientific discovery of the year they represented. All of the big milestones in our recent history were recalled, from man's first steps on the moon to the fall of the Berlin Wall. Other historic moments were also commemorated, including the discoveries of the tomb of Tutankhamen and the great lighthouse at Alexandria as well as more recent events that have profoundly influenced our way of life, such as the invention of the biro and scotch tape. World history and the Maserati story combined in an intense programme of activities between September 17th and 19th, featuring exhibitions and parades. And the Maserati owners were the main protagonists in this, an event that will live on long in all our memories.

M4004

The illustrations and texts contained in this brochure are based on the information available at the time of production and do not contain a description of specific characteristics of the car by the Constructor. Some models, equipment and accessories may not be available or may only become available after the car's launch on the market. Maserati reserves the right to modify colours, designs and technical features at any time and without forewarning. Official Maserati Dealers will be glad to provide further details and updates in this regard.

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